WASHINGTON TRANSPORTATION PLAN UPDATE

BRIEFING PAPER Prepared for the February 2005 TRANSPORTATION COMMISSION MEETING

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PURPOSE:

The purpose of this discussion will be to resume workshop discussions with the Commission on the Washington Transportation Plan (WTP) update now in its second phase. This is the first workshop out of three in Phase 2 that will be devoted to summarizing statutory and Commission policy for the statewide plan and that provide direction in how transportation investments are to be made. This month the three themes are Preservation, Safety, and Transportation Access. The workshops will establish a connection between these guiding principles, the Phase 1 data analysis, and emerging directions for the future of the state's transportation system.

In Phase 2 the Commission will consider both base or existing investments and proposed areas of targeted investment. The Commission may also consider possible policies and strategies to develop.

The presentation will describe the milestones to complete the WTP: the Commission's role, a timeline, and a general workplan (see attachment A). Staff will also describe the existing federal and state statutes and Commission policy that guide planning and prioritizing transportation investments (see attachment B). Attachment B depicts federal and state law and Commission policy that has been in place since the late 1980s and 1990s. These guiding principles set the stage for the rest of the discussions.

After this background discussion, the February workshop will focus on proposals for three of the WTP issues—Preservation, Safety, and Transportation Access—in context of existing programs of investment. (Later workshops will describe proposals for the remaining WTP issues.)

ACTION/OUTCOME:

Staff will seek Commission concurrence on the existing set of guiding principles and those areas where we have identified a gap in Commission policy.

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WTP information has been used in an early action revenue recommendation to the Legislature in 2005. Some of today's discussion will be familiar to Commissioners from those discussions. These topics remain part of the WTP update in the event that the 2005 Legislature does not act on the Commission's 2005 recommendation.

The Commission will review a preliminary list of areas to target for investment and staff will seek feedback on these.

The proposed areas of targeted investment will be further developed in Phase 2 and become part of the Commission's prioritized investment proposal to the Legislature in 2007.

BACKGROUND:

The WTP is a blueprint for transportation programs and investment, adopted by the Transportation Commission and forming the policy and long-range plan for the state's transportation system. The WTP is required by state and federal law to be regularly updated. The Commission is scheduled to adopt the update currently underway later in 2005. It will cover the period 2007-2026 and will be the basis for a 10-year investment proposal (2007-2016) to the Legislature for 2007.

The WTP update has been framed along 9 strategic issues:

- System Preservation
- Safety
- Transportation Access
- Bottlenecks and Chokepoints
- System Efficiencies
- Building Future Visions
- Moving Freight
- Strong Economy and Jobs
- Health and the Environment

Phase 1 of the update has developed and analyzed data about the transportation system and its use, including current and expected future conditions, demand for the movement of people and goods, and the effects of the system on the economy and the environment. (See issue folios for summaries of Phase 1 analysis and investigation.)

DISCUSSION:

Directions for possible statewide policies, strategies and investment programs that have emerged from Phase 1. There are four distinct decision points for the Commission in Phase 2:

- **Policy statements:** Either existing or proposed new or changed Commission policy or a recommendation to change state or federal law.
- **Strategies:** How to implement Commission policy which will lead to investments.
- **Investments:** Either operating or capital programs, by category, that lead to projects.
- Assumed financial capacity for the 20-year period covered by the plan.

Staff have encapsulated these proposed policies, strategies, and investments as shown in Attachment C for the first three WTP issues.

Today we will discuss Commission direction for the WTP's policy and strategy proposals that have emerged, and we will discuss investment proposals for three WTP issues—Preservation, Safety, and Transportation Access. Subsequent workshops will delve into the policy, strategy, and investment proposals for the remaining six WTP issues (March and April 2005). Shortly after, the Commission will prioritize proposals that would become a 10-year investment proposal to the Legislature in 2007.

A 10-year investment proposal would be part of the 20-year WTP update. A draft WTP would be presented to the Commission in Fall 2005, then the draft WTP would be available for public comment period (roughly September-October 2005), and the Commission would adopt a final plan in December 2005.

RECOMMENDATION:

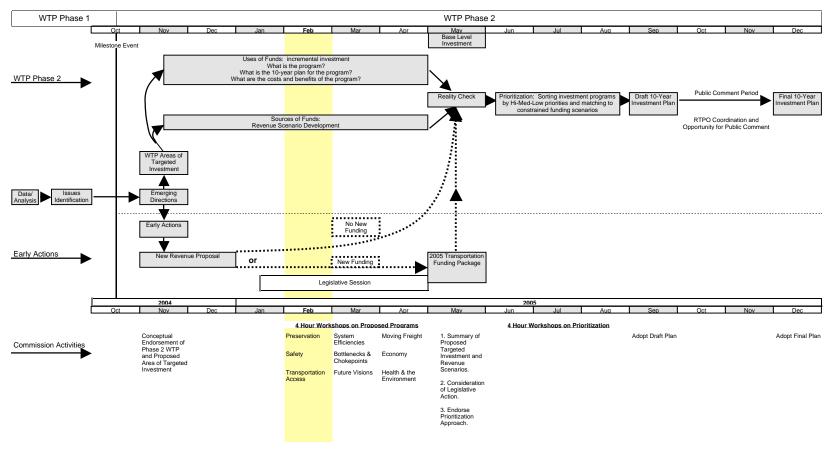
Concur on the statutory and policy guidance.

Concur on the "To Do" policy and strategy proposals—some are presently underway now and some are longer term efforts.

Concur on investment proposals to continue into later prioritization stages.

For further information, contact: (Elizabeth Robbins, Planning Manager, 360.705.7371).

Proposed WTP Phase 2 Work Plan



Guiding Principles (Statutory and Commission Policy) Linked to WTP Issues

Preservation

Emphasize transportation system preservation. (23 CFR 135)

Priority programming for the preservation program shall consider extending the highway system service life with the most cost-effective pavement surfaces, ensuring structural load requirements are met and life cycle costs are minimized. (RCW 47.05.051)

Preservation of existing investments. (RCW 47.06)

No interstate highways or local arterials shall be in poor condition, no bridges shall be structurally deficient, and safety retrofits shall be performed on state bridges at the highest risk levels. (RCW 47.01.012)

Ensure Preservation of the Existing State Highway System. (RCW 47.05.010)

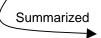
State funding for rail service, rail preservation, and corridor preservation projects must benefit the state's interests. (RCW 47.76.240)

Transportation facilities are in sound operating condition. (TC)

Emphasize infrastructure preservation and maintenance as the priority in funding transportation programs. **(TC)**

Use lowest life cycle cost methodology to determine the appropriate schedule for upkeep. **(TC)**

Identify and preserve vital transportation corridors and sites for future transportation uses. **(TC)**



Emphasize transportation system preservation and maintenance as a priority in funding. (CFR, RCW. TC)

Use lowest life cycle cost methodology (extending the service life most cost effectively) to determine schedule for investments.

(RCW, TC)

Keep existing system in sound operating condition. (RCW, TC)

State funding for rail service, rail preservation, and corridor preservation projects must benefit the state's interests.

(RCW)

Identify and preserve vital corridors and sites for future needs. **(TC)**

Safety

Increase safety and security of the transportation system. (23 CFR 135)

Each county transportation authority shall submit a Rail Fixed Guideway System Safety and Security Program Plan to the state department of transportation. The plan must conform to the standards adopted by the department.

(RCW 36.57.120)

Priority programming for improvement program is to consider accident and accident risk reduction. Preservation program to restore existing safety features considering lowest life cycle costs. (RCW 47.05.051)

Improving safety. (RCW 47.01.012)

The improvement of traveler safety. (RCW 47.06, 47.05.030, 47.05.035)

Preservation program to restore existing safety features. Improvement program to improve safety. (RCW 47.05.030)

Continuously reduce injuries, fatalities and risk. Increase transportation system safety and security. **(TC)**

Emphasize traveler safety and security as a primary consideration in the planning, designing, constructing, maintaining, and operating of all transportation systems. **(TC)**

Support comprehensive transportation safety programs that target improving operator behavior and vehicle design and condition. **(TC)**



Each county transportation authority shall submit a Rail Fixed Guideway System Safety and Security Program Plan to the state department of transportation. The plan must conform to the standards adopted by the department. (RCW)

Increase traveler safety and system security. (CFR, RCW, TC)

Continue to participate in programs that target improving operator behavior and vehicle design. **(TC)**

Priority programming for improvement program is to consider accident and accident risk reduction. (RCW)

KEY

TC = Transportation Commission Policy Direction

RCW = State Law

CFR = Federal Law or Federal Stewardship Agreement

Transportation Access

Increase access and mobility options for people. (23 CFR 135 and 49 CFR)

Support public transit, special needs transportation, and ridesharing programs with federal funds. (RCW 47.04.170)

Improve and integrate all modes to create a seamless transportation system. (RCW 47.06)

The department can enter into agreements with federal agencies for public and rail transportation purposes. (RCW 47.04.170)

Transportation system provides all citizens access to basic services. (TC)

Increase travel options beyond privately operated vehicles. (TC)

The statewide transportation system offers easy connections between different services. **(TC)**

Recognize that the primary mode of travel for Washington citizens will continue to be the private automobile, but provide citizens with mobility choices which include at a minimum some forms of public transportation. **(TC)**

Promote modal connections to provide seamless travel to the customer. (TC)

Provide mobility for people with special needs. (TC)

Promote regional coordination of state, local, and private transportation planning and activities. **(TC)**

Involve transportation stakeholders and the general public early and continuously in all aspects of transportation planning and development. **(TC)**

Summarized

Increase access and options for basic transportation services for people including providing mobility for those with special needs. (CFR, RCW, TC)

Promote regional coordination of state, local, and private transportation planning. (RCW, TC)

Improve and integrate all modes for easy connection between services. (RCW, TC)

Involve transportation stakeholders and the public early and continuously in all aspects of transportation planning and development. (CFR, RCW, TC)

Strategy

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Emerging Direction from Phase 1 New Policies, New Strategies, and Proposed Targeted Investments

Preservation

Develop General Aviation Airport Land Use Encroachment Policy and Program (Underway)

Develop a state and national policy to discourage incompatible land uses near airports.

Safety

Transportation Access

Define the State's role in providing basic access. (Underway) Role of the state in providing or supporting transportation service to disabled, low-income, elderly, and rural residents.

Define the State's role on providing intercity transportation, including rural isolation. (Underway)

Role of state in providing intercity transportation

Develop Short Line Railroad Strategy (Longer Term)

Develop a program to provide the best economic benefit to the state.

Develop Improved Safety Data Collection and Sharing Strategy (Underway)

What strategy should be used to collect accurate safety data and share it effectively?

Develop Motorcycle Safety Strategy (Longer Term)

What should be a strategy to provide greater safety to motorcyclists?

Develop strategy for providing and supporting basic access. (Underway)

Develop a program that includes innovative transit service and improved coordination.

Strategy for providing intercity transportation. (Underway)

Assess service needs of intercity travel

Highway Pavements

Concrete pavement rehabilitation Asphalt pavement rehabilitation

Highway Structures

Replace major seismically vulnerable, aging structures Modernization of narrow bridges and approaches

Major Drainage/Electrical

Rest Areas

Unstable Slopes

Ferries Preservation

Terminals

Vessels

Rail Preservation – Short Line

Public Transportation Preservation

Bus Replacement Vanpool Replacement

Local Roadway Preservation

Small City Pavement Preservation

Local Bridge Preservation Local Ferry Preservation

Aviation Preservation

Pavements

Navigational Equipment

Highways

Accident Reduction

Accident Risk

Rural 2-lane Safety

Crossover Protection

Rail Safety

Railroad Trespassing

Public Transportation Safety

Local Roadway Safety

Rural 2-lane Safety

Bicycle and Pedestrian Safety

High Accident Locations in Large Cities

Security Programs

Behavioral Programs

Aviation

General Aviation Airport Safety (weather-info)

Special Needs Grants

Rural Mobility Grants

Agency Council on Coordinated Transportation (ACCT) Support (Profit/non-profit orgs.)

Demand Responsive Service for Transit and Non-profit Improved Coordination Between Services Complete Trip Planner (internet service)